

CITY OF ROCKVILLE PLANNING DIVISION STAFF REPORT

October 10, 2000

SUBJECT:

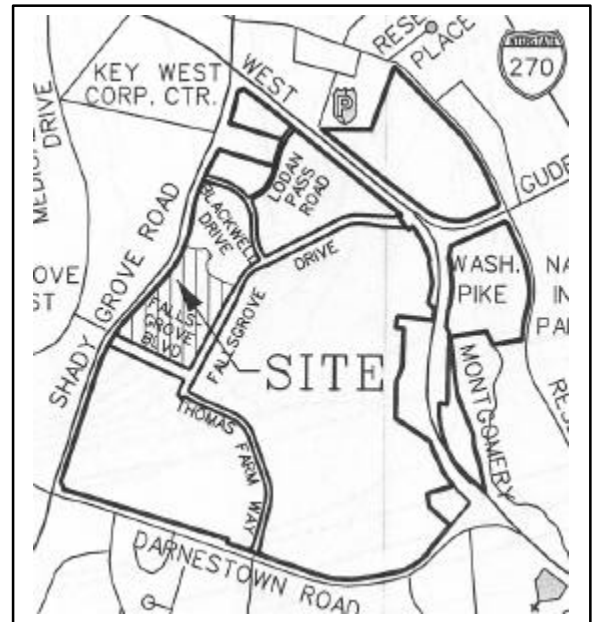
Detailed Application CPD2000-0004F for
Comprehensive Planned Development
CPD1999-0004, Fallsgrove

Applicant: Fallsgrove Retail Group, LLC
c/o The Cox Companies
8381 Old Courthouse Road, #160
Vienna, VA 22182

Owner: Fallsgrove Associates

Date Filed: July 18, 2000

Location: A portion of the former Thomas Farm,
near the corner of Darnestown Road
and West Montgomery Avenue,
generally described as Phase I.



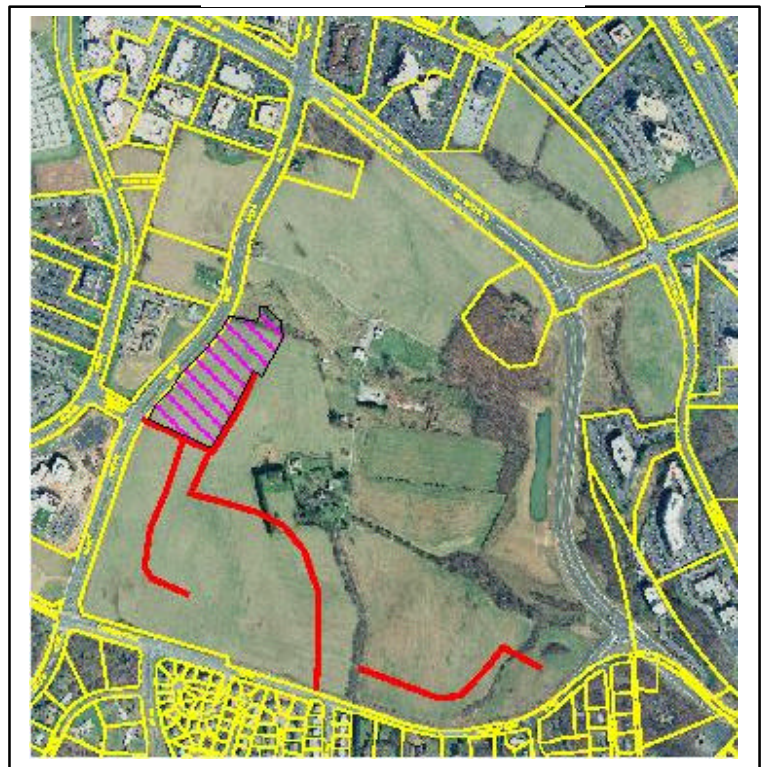
Proposed Location

REQUEST:

The applicant seeks detailed (final) approval for the Village Retail Center at Fallsgrove. The application includes a 56,520 square-foot food store, 69,420 square feet of retail space and a 75,000 square-foot office building. Application also includes approval of 21,000 square feet of pad sites and a 196 space parking garage.

PREVIOUS RELATED ACTIONS:

- CPD99-0004, Concept Plan Application for Comprehensive Planned Development approved by the Mayor and Council, February 22, 2000.
- CDP2000-0004A, Detailed Application for Infrastructure and Roads, Part I. Approved by the Planning Commission on July 26, 2000.



- CPD2000-0004H, Detailed Application for a stormwater management facility and a spur road. Approved by the Planning Commission on September 13, 2000.
- CPD2000-0004B, Detailed Application for 243 units and a community center. Approved by the Planning Commission on September 27, 2000.
- CPD2000-0004D, Detailed Application for 359 multi-family units. Approved by the Planning Commission on September 27, 2000.

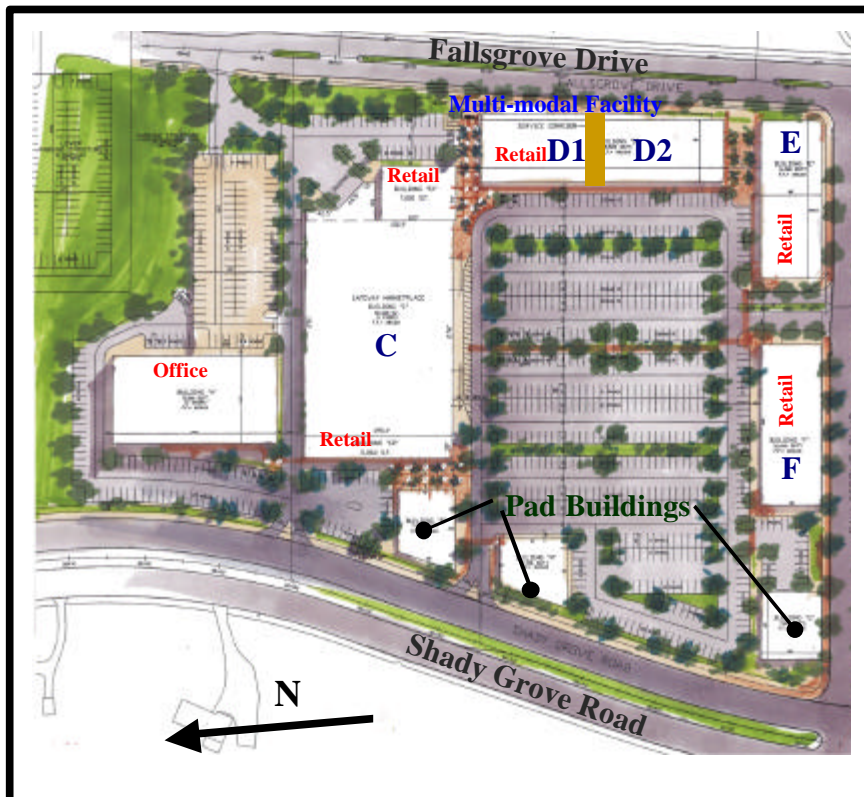
ANALYSIS:

Background

On February 22, 2000, the Mayor and Council approved CPD99-0004, authorizing development on the former Thomas Farm site, now known as Fallsgrove. The approval authorized a total of 1,530 dwelling units, 150,000 square feet of commercial retail and 950,000 square feet of office/research and development space. A Comprehensive Planned Development is implemented through the approval of individual detailed applications for all or part of a development as required in Section 25-656 of the Zoning Ordinance. This application is part of a series of detailed applications.

Property Description

Fallsgrove consists of approximately 254 acres bounded by Shady Grove Road, Darnestown Road, West Montgomery Avenue and Research Boulevard. The topography varies from rolling farmland on a majority of the site to an upland forest area near the intersection of Gude Drive and West Montgomery Avenue.



Proposal

The applicant requests detailed application approval for the Village Retail Center. The entire project is proposed to be 221,940 square feet. This figure includes the following:

Grocery store	56,520 sf
General Retail	69,420 sf
Pad sites	21,000 sf
Office	75,000 sf

The Fallsgrove Concept Plan approved 150,000 of retail. This application contains 146,940 square feet of retail

and 75,000 square feet of office on the site. There will be five buildings associated with the retail component of the proposal, not including the pad sites. The 75,000 square foot office building is three stories tall, will be located to the far western edge of the site, and will have frontage on Shady Grove Road. Its location is directly opposite of the Shady Grove Life Sciences Center. The 21,000 square feet of pad sites will be oriented within three buildings adjacent to Shady Grove Road. Included with this application is a 190 space parking garage and the multi-modal transit center adjacent to Falls Grove Drive.

The Site:

The development site is located adjacent to Shady Grove Road, across from the Shady Grove Life Sciences Center. The center, formally called the “Falls Grove Village Center,” is what the name implies, which is the village center for Falls Grove. The major portion of the site, in particular the grocery store, is turned perpendicular to Shady Grove Road, creating frontage on Falls Grove



Grocery Store & Retail – from Falls Grove Blvd facade

Boulevard, giving the center a neighborhood orientation. Further, all of the retail buildings are of a four-sided configuration, giving them a connection to the streetscape as well as to Falls Grove Boulevard, the main entry of the development from Shady Grove Road. The site does not completely orient itself to Shady Grove as a typical regional shopping center might do. The multi-modal transit center, a unique feature of this development, is fronting on the main residential street of Falls Grove called Falls Grove Drive.

Accessibility and pedestrian open space is another feature of this center. As Attachment “A” indicates, the entire site will be interconnected with pedestrian paths, with various courtyard open spaces at key locations of the site, such as adjacent to the multi-modal transit facility on Falls Grove Drive. Further, an on street bike path will be adjacent to the site on Falls Grove Boulevard that will connect to the community center and Millennium Trail.

The Retail Component:

As stated before, there will be 148,540 square feet of retail associated with this project. The square footage will be divided between four separate and distinct retail buildings and three “pad sites.”

BUILDING “C”:

The largest of the retail buildings at 69,380 square feet, this building will house the 56,520 square foot grocery store, which faces internal to the site, and will be the primary architectural focus of the Village Center. In keeping with the Applicant’s representation during the review of the Concept Plan that this center be of a “four-sided architecture” approach, there will be a 5,860 square foot general retail portion of this building that will turn the corner of the main building and face Shady Grove

Road. The façade will continue along a pedestrian plaza/courtyard across an access road, connecting to the office building beyond, creating the feel of interconnectedness. The large pedestrian plaza/courtyard on this corner will also run between the retail façade and one of the pad sites.

On the opposite side of the grocery store will be another general retail portion of the building that will encompass 7,000 square feet. This building will face internal to the site like the grocery store, but will be adjacent to a pedestrian plaza that leads to the multi-modal transit center.

BUILDING “D1” and “D2”:

This 23,920 square foot general retail building will be adjacent to Falls Grove Drive. The main accesses for the retail stores associated with this building will be from the interior of the site. The Applicant has, however, taken this building and divided it, essentially, into two separate buildings divided by a courtyard/pedestrian access that will connect the parking area of the site with the frontage on Falls Grove Drive. This access, in addition to two pedestrian plazas on either side of this building, will provide a main entrance to the site from Falls Grove Drive. The multi modal transit center will be the main focus of this façade of the Village Center, and will be architecturally and functionally integral to the entire Village Center. The specifics of the transit center will be discussed in further detail later in this report.

One of the three pedestrian accesses referenced here will be designed to relate to crosswalks associated with the previously approved Village Green and adjacent residential units. The second connects the multi-modal transit center to the Village Center retail area. The third will run between Building C and Falls Grove Drive, near an intersection adjacent to residential units. The design of these access points will be in a manner that will connect the Village Retail Center to the adjacent land uses and the balance of the Falls Grove development. Examples of this interconnectedness would be similar and compatible hardscape surfaces and lighting, landscaping and compatible architectural design elements.

BUILDING “E” and “F”:

Buildings E and F, at 16,000 and 16,640 square feet respectively, complete the linear retail building components of the site. Both of these buildings will frame the main entrance to the Village Retail Center, which is from Falls Grove Boulevard. The Applicant has committed to providing at least one functioning store entrance on the Falls Grove Boulevard façade for each retail building to provide for increased pedestrian access and neighborhood orientation. The majority of these retail spaces will have their main entrances from the internal parking area of the site, they will have the same architectural elements and facades, including glass storefronts, on the Falls Grove Boulevard frontage, continuing the four-side architecture that is characteristic of the project. The corners will be “wrapped” in a fashion that will lend themselves to potential access to the corner retail spaces from various locations, as opposed to solely dedicated entrances from the interior of the site.

The streetscape of Falls Grove Boulevard will have brick paver pedestrian walkways, street tree plantings, on-street parking and an on-street bike path. The orientation of these buildings, and indeed the entire balance of the site, with respect to the main full-movement entrance, should prove complementary to the adjacent, recently approved multi family units that will face Falls Grove Boulevard on the opposite side of the street.

THE PAD SITES:

Buildings “B”, “G” and “H” are referenced on the site plan as the pad sites. Each one of the pad sites is shown as 7,000 square feet each. It must be noted that only the footprints are shown for these buildings. The final layout and design of the pads have not been determined yet, and the footprints are illustrative of the potential maximum development.

The Applicant has stated that these buildings will potentially house restaurants or a banking facility. It must be noted that drive through restaurants are not permitted within this CPD. Building “B”, which is located closest to the grocery store site, is adjacent to the pedestrian courtyard associated with Building “C”. These pad sites will be the closest buildings to Shady Grove Road. The Concept Plan allows for the buildings to have a 15- foot setback from Shady Grove Road. The closest pad site building to Shady Grove Road will have a setback of 18 feet.

The Office Component



The Office portion of this site will be a 75,000 square-foot, three-story office building. The building will face Shady Grove Road, and will architecturally and functionally relate to the Village Center in a variety of ways. It will be connected to the retail portion of the site via a pedestrian access that will

cross an access street that runs between the main retail building and the office building, as well as the parking structure associated with the site. This pedestrian access will run directly in front of the retail portion of Building “C” fronting Shady Grove Road, thus linking the two sites.

The office building will be architecturally compatible with the retail portion of the site, containing many of the same design elements and material palettes common within the retail portion of the site.



Shady Grove Road Elevation

The Applicant and City Staff have been working to create a site that has a mix of uses and elements that function interdependently. An example of this interdependence is the retail facing Shady Grove Road that links the grocery store to the office building. Another is the parking structure associated with the building. At 190 spaces, the deck will serve the office building's parking requirements as well as some of the retail component. The deck will be of similar architecture as the rest of the site, and will contain the same design elements as the entire Fallsgrove development.

STAFF RECOMMENDATION

Approval is recommended, subject to the following conditions:

1. Submission, for approval by the Chief of Planning, of eleven (11) copies of the site plan, revised according to Planning Commission Exhibit A.
2. Submission, for approval by the Department of Public Works (DPW), of the following detailed plans, studies and computations:
 - a. Stormwater Management (SWM) concept plan.
 - b. Sediment control plans.
 - c. Public Improvement plans (water and sewer, storm drain and paving, street tree and lighting).
 - d. Any additional notes on the plans.
 - e. Revised water meter locations or revisions to water mains as indicated.
3. Bonds be posted and permits obtained from DPW and MDE.
4. Submission for the approval of the Chief of Planning, of 11 copies of a Landscape Plan that is revised according to Planning Commission Exhibit B. Specific tree planting areas identified on this exhibit shall be amended at such time as tenant locations and the accompanying signs are established. A minimum number of trees will be required through this requirement, and the placement of the established number of trees shall be the only subject of this amended landscape plan.
5. Obtain permits from Montgomery County for utilities and access from Shady Grove Road.
6. At such time that the site plan and elevations of the pad site buildings are established, a site plan and elevations are to be provided for approval by the Chief of Planning. Accompanying these plans shall be a letter from the Applicant and the Fallsgrove Design Guideline Review Committee establishing that the site and elevations are compatible with the architecture as approved through this Detailed Application. The Chief of Planning will have discretion as to whether the design is compatible with the architecture approved through this application. If

found to not be in substantial conformance, the Chief of Planning shall require a new Detailed Application for the pad site, to be reviewed and approved by the Planning Commission.

7. Prior to the issuance of any Occupancy permits for the Village Center, a comprehensive sign design package for the retail center and all accompanying pad site buildings, including the multi-modal transit center, shall be provided to the City, for approval of the Chief of Planning.
8. That retail buildings “E” and “F” as indicated on Planning Commission Exhibit “A” provide at least one fully functional access door per building onto Falls Grove Boulevard that will serve patrons.
9. Applicant will provide the City a schedule of truck delivery times and management’s policy to enforce compliance with the times indicated.
10. All utility connections and transformers will be placed underground, and connections to the existing utility system must be shown.

TRANSPORTATION

Traffic

A traffic study was done as part of the Concept Plan approval, and this application is in compliance with the approved Concept Plan. Mitigation of the traffic impacts were required as part of the Concept Plan. Mitigation measures include the construction of improvements to 12 intersections, construction of a transit center, payment of \$1.6 million for Transportation Demand Management (TDM) measures, and construction of on-site roads.

The Applicant has provided a bond in the amount of \$2.2 million for required off-site traffic improvements, as per the requirements of the Concept Plan.

Parking

All of the uses on the site, calculated separately, require 1,086 parking spaces. Through the flexibility of the Concept Plan, the Zoning Ordinance, and a plan for off-peak uses, the Applicant has proposed 861 total parking spaces. This does not include on-street parking on Falls Grove Drive and Falls Grove Boulevard.

The parking garage associated with his application will be connected to the office building, but will provide parking to the retail portion of the site via the interconnectedness of the entire site. Parking in the parking garage will be available for retail patrons, via the pedestrian system.

The 861 parking spaces will be arranged in the following configuration:

- 190 parking garage spaces
- 657 surface spaces

- 18 handicap spaces (including 4 van spaces)

As per regulations outlined within the Comprehensive Planned Development section of the Ordinance, the Applicant has provided a parking calculation of percentage of parking uses for specific times, based on the following:

	Weekday – Day (6 am-6 pm)	Weekday – Night (6 pm-midnight)	Weekend (Day)	Weekend (Night)	Nighttime (midnight–6 am)
Office	100%-250 spcs	10%-25 spcs	10%-25 spcs	5%-13 spcs	5%-13 spcs
General Retail	60%-212 spcs	90%-318 spcs	100%-353 spcs	70%-247 spcs	5%-18 spcs
Restaurant*	50%-116 spcs	100%-231 spcs	100%-231 spcs	100%-231 spcs	10%-24 spcs
Grocery	100%-252 spcs	100%-252 spcs	100%-252 spcs	100%-252 spcs	100%-252 spcs
TOTALS	830 spcs	826 spcs	861 spcs	743 spcs	307 spcs

(* Assumes all restaurants at a 50% patron area, calculated at 1 space per 50 square feet of patron area.)

Pedestrian Access and Bicycle Paths

The entire site is accessible via pedestrian paths as illustrated on Attachment “A.” The multi-modal portion of the site is connected via three pedestrian access paths that have been discussed earlier in this report. These pedestrian access points are all related to the various residential areas adjacent to the site. Along Falls Grove Boulevard, which is the main entrance of the retail portion of the site, the entire frontage will be a hardscaped, pedestrian-oriented configuration that will continue the entire length from Shady Grove Road to the Village Green at the terminus of Falls Grove Boulevard. This area will have an on-street section of the bike network that will connect Shady Grove Road to the Village Green, Community Center, Falls Grove Drive, the Multi-modal center and the Millennium Trail.

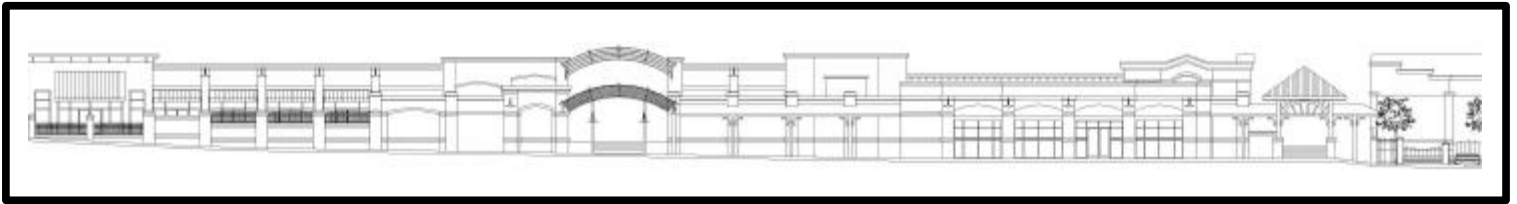
In addition, the retail center will not only provide pedestrian access in front of the retail stores, but will provide marked pedestrian access across the BMPs within the parking islands, creating pedestrian walkways through the surface parking area. In addition, the office component of the application, as discussed earlier, will be connected to the retail via a pedestrian oriented walkway/courtyard.

The plan also shows numerous bike racks, with the multi-modal transit center containing bike lockers for commuters.

Transit

The Concept Plan referenced a multi-modal transit center that was to be part of the retail center. The Concept Plan required a minimum office area associated with the multi-modal center of 500 square feet. The applicant has provided an inside office area of 968 square feet that will house a full time TDM coordinator, to be funded by the Transportation Demand Management (TDM) contributions collected from the Falls Grove Development, which is above and beyond the \$2.2 million for off-site transportation improvements. The Applicant has agreed to fund \$300,000 immediately to establish the viability of the transit center.

Multi-modal elevation-Falls Grove Dr.



In addition to the TDM office component, other areas within the center shall include areas for transit related materials, waiting during inclement weather and bike lockers. The outside portion of the transit area will have a bus turn-out along Falls Grove Boulevard, sized to accommodate two buses at once. There will also be a smaller turn-out area closer to Falls Grove Boulevard that will accommodate automobiles dropping off transit riders.

The architecture of this area will be completely compatible with the balance of the retail site, containing the same design elements and features. The center, shown as Attachment "B", will create the façade of the retail center on Falls Grove Drive, and will be connected by three separate and distinct pedestrian/courtyard access points. All of these access points will relate and correspond to street crossings adjacent to the retail center.

STORMWATER MANAGEMENT

A portion of stormwater runoff from this site will be handled through various on-site Best Management Practices (BMPs) to satisfy recharge volume requirements. The majority of stormwater runoff will be conveyed to and managed in regional facility, pond #3.

LANDSCAPING

A landscape plan for this development has been submitted and is under review per the requirements of condition number four (4) noted above. In addition, however, the Applicant, with coordination from City Staff, will be required to amend the landscape plan to show final locations of trees adjacent to the retail stores. This requirement is to accommodate and mitigate a recurring problem with shopping centers of trees growing in front of tenant signage. The tree plan for areas specifically identified on Planning Commission Exhibit "B" will be amended as such time as tenant signage is established.

Forest/Tree Preservation

See condition number four (4).

Equipment Screening

While it is desirable to have four-sided architecture for a center such as this, it does, however, present distinct design problems for some of the more architecturally unpleasant areas of a typical shopping center. The area referred to here is the loading dock for the grocery store. The Applicant has worked with Staff to find the most compatible, functional and unobtrusive location for the loading dock. The loading dock, in its current location, has been designed to face open space and away from the units across Fallsgrove Drive. The closest units to this site are the sides of two single-family attached units which are approximately 200 feet from the loading area.

This loading area is to be screened by a berm and accompanying dense landscaping of a sufficient height as to shield the dock area. In addition, the Applicant is modifying the vehicular entrance on Fallsgrove Drive to improve screening of the loading dock area. The landscaping in this area will be approved by the City Forester as indicated on Planning Commission Exhibit "B."

In addition, the Applicant has stated that they will proffer an agreement to limit truck deliveries to specific times, to be enforced by the management of the site.

Further, there are dumpsters associated with the pad sites that are shown on the plan. Since the pad sites are not a part of this application, the locations have been shown as illustrative, and shown to be screened with an architecturally significant enclosure and landscaping. The Applicant, sensitive to the challenge of dumpster locations with a project such as this, has indicated every attempt will be made to incorporate the dumpsters within the building structures of the pad sites. There is a screened dumpster that is shown with the retail buildings adjacent to Fallsgrove Boulevard, however. The office building will have a screened dumpster near the parking garage. In any case, the Applicant has stated that their management of the site helps mitigate a large number of obtrusive dumpsters.

All transformers or telecommunications equipment is required by the City of Rockville to be placed underground. Any equipment that the applicant proposes to place above ground must be approved in accordance with the submission and approval of a waiver of the city's underground utility requirements. This waiver must be approved by the City of Rockville Planning Commission.

MAYOR AND COUNCIL COMMENTS ON FALLSGROVE VILLAGE CENTER

On October 10, the Mayor and Council reviewed the Fallsgrove Village Retail Center through a presentation by the Applicant. The approved Concept Plan provides that the Mayor and Council shall retain the authority to review schematic design features such as building design and locations for nonresidential buildings. The Mayor and Council raised a number of issues for the applicant to address on October 23, prior to the Planning Commission's review.

The summary of each issue is shown in bold and italics. A summary of modifications and clarifications follow each issue. The primary concerns centered around the relationship of the Village

Center to the Falls Grove neighborhood, the location of the transit center and its relationship to the neighborhood, and the visual and noise impacts of the loading dock.

Relationship of the Village Center to the Falls Grove neighborhood and to Shady Grove Road.

The Mayor and Council were concerned that the center was oriented more towards Shady Grove Road than the Falls Grove neighborhood. The horseshoe shape of the center was designed to locate retail stores in close proximity to surrounding residential and office areas while complying with parking requirements. Achieving this intent requires the use of “four-sided architecture” on the retail stores. A number of design techniques can minimize the distance that pedestrians from the neighborhood need to travel to reach the center. One of these concepts is lining up of the Village Center’s pedestrian access along the sides of the retail buildings facing Falls Grove Drive to existing crosswalks that access various points within the adjacent neighborhood. While some of these techniques were included in the original concept, the applicant has made some modifications since October 10 to improve the relationship of the Village Center to the neighborhood.

The main entrance to the shopping center is a full movement intersection with Falls Grove Boulevard with secondary access points along Falls Grove Drive and Shady Grove Road (right-in/right-out only). The location of the Village Retail Center was moved, during the review of the Concept Plan, from the center of the site to Shady Grove Road in recognition that a neighborhood of this size can not support a full service neighborhood retail center on its own and that the center would also serve the Life Sciences area to the north. However, a number of items (main access on Falls Grove Boulevard and limitations on the size of retail stores) precluded the center from becoming a regional center.

The parking lot near Shady Grove Road provides required parking without making the lot a major feature that is visible from the Falls Grove neighborhood. This is the result of the retail portion of the site being located closest to Falls Grove Drive and Falls Grove Boulevard in accordance with the CPD resolution. This reinforces the neighborhood-oriented pedestrian access while meeting legal parking requirements. On-street parking on Falls Grove Boulevard supplements required parking and provides greater opportunity for street-oriented retail.

The modifications include:

- Continuing the entry facades around the corners of all of the retail buildings along Falls Grove Boulevard in order to create the potential of access to the buildings from the side and the Falls Grove Boulevard facade, especially where crosswalks connect the neighborhood to the Village Center.
- Splitting the retail building adjacent to Falls Grove Drive into two buildings in order to create another pedestrian access from this side of the Village Center. This provides for improved pedestrian access to the Village Center from the multi-modal center and creates less of an appearance of this side “turning its back” on the neighborhood.
- Ensuring that glass storefront and architectural treatment is consistent on all sides of the retail adjacent to Falls Grove Boulevard.
- Amending the plans to more clearly show the improved relationship between storefronts and the pedestrian network of the Village Center and the adjacent Falls Grove neighborhoods.

In addition to the above, it must be noted that the Concept Plan limits the size and types of stores allowed in the Village Center, precluding the Village Center from having regional stores such as Home Depot and Wal-Mart.

Location of the multi-modal center and the appearance that the retail building behind it turns its back on the neighborhood.

The approved resolution requires the applicant to “design and construct a multi-modal transportation center located adjacent to the Fallsgrove village square and community retail center.” In addition, the resolution also requires the transportation center to have a dedicated turnout area. These factors, when combined with maintaining appropriate separations between the turnouts and intersections, provide for a very narrow area where the multi-modal center can be safely located. The current proposed location is generally consistent with the location that was developed during the review of the Concept Plan. This area is located near the highest density of the neighborhood, as well as the “Main Street” of Fallsgrove, which is Fallsgrove Drive.

It should be noted that Larry Marcus, the City’s Chief of Traffic and Transportation has reviewed the location of the proposed multi-modal center, and has approved its location as in compliance with the intent of the Concept Plan.

The modifications include:

- The applicant has proposed dividing the building behind the multi-modal center into two buildings with a wide pedestrian connection between the multi-modal center and the interior of the Village Center.
- Modifying the architectural treatment of the area behind the multi-modal center to provide for greater variation in materials to avoid the utilitarian appearance of the backs of stores. This includes providing new drawings that better indicate the relation of the multi-modal in scale to the retail beyond.
- Increasing the screening of the service corridor, with access to this area being strictly controlled. The service corridor is in essence an exterior hallway for pedestrian and cart access to the rear of stores.
- Increasing the amount of landscaping to be provided in the median of Fallsgrove Drive to screen the multi-modal center from adjacent residences.

Noise and visual impacts of the loading dock on adjacent residences.

The Mayor and Council were concerned about the impacts of the loading dock on nearby residences. The applicant has identified additional modifications to provide a greater buffer, particularly from the townhouses.

The location of the driveway to the loading dock and parking garage on Fallsgrove Drive was also an issue of concern to the Mayor and Council. Since the plan did not show areas outside of the Village Center, it was not clear that the driveway is actually located to the east of proposed townhouses and a residential street. It would be the only driveway between the residential street and the stream crossing to the east. In addition, staff has confirmed that trucks are permitted on Fallsgrove Drive.

The modifications include:

- Increasing the height of the berm between the loading dock and Fallsgrove Drive. A retaining wall would be built on the loading dock side of the berm to raise the height of the berm and landscaping on the top will be provided to screen the loading dock from the townhouses across Fallsgrove Drive.
- Enlarging the area shown on the plan so nearby residences and streets are visible. This will show that the proposed loading dock is oriented away from the nearby townhouses. In addition, the closest townhouses have sides facing Fallsgrove Drive.
- Limiting the hours that the loading dock may be used.

The Mayor and Council expressed concerns about the location of the loading dock near the residential area as opposed to Shady Grove Road. The creation of a mixed use Village Center requires interconnection between the office and retail areas and solid connections to neighboring residential areas. Moving the loading dock to the Shady Grove Road side of the grocery store would require the removal, or drastic modifications, of the strip of retail and pedestrian area that connects the retail and office areas. While alternative locations were considered during the review each had significant limitations on the proper function of the center.

STAFF COMMENTS

This application is consistent with the approved Concept Plan, and staff recommends approval subject to the conditions listed earlier. Staff finds that the layout of the site is functional and convenient and is within the spirit of the Village Center concept as envisioned by the Concept Plan. The four-side architecture associated with the buildings and the incorporation of the office building to the site creates a unique mixed-use development. The main entry of the site from Fallsgrove Boulevard, directly adjacent to the highest residential densities of the development, will create a pleasing entrance into the entire Fallsgrove site. Staff believes the site relates well to the Village Green, community center, and the multi-modal transit center. Staff further believes that the incorporation of this transit center into the design and functionality of the Village Center will set an example for future retail developments, given the challenges presented with respect to the region's traffic and transportation needs.

While considered a Village Center of the Fallsgrove development, it has always been anticipated that the center would also serve employees of the Shady Grove Life Sciences Center and adjacent communities. The Concept Plan, and indeed the Comprehensive Planned Development section of the Ordinance, restricts uses and their sizes to ensure a neighborhood convenience orientation. An example of this is the provision in the resolution that the grocery store and pharmacy are limited. An additional example would be that of no drive-thru restaurants being allowed on the site.

It is Staff's opinion that the site will relate well to the pedestrian orientation of the site, especially along Fallsgrove Boulevard. The hardscape, decorative surfaces, on-street bike path and tree wells, combined with glass storefronts on this road will create a central sense of place that will connect the Fallsgrove Village Center to the balance of the Fallsgrove development. The Applicant has worked with Staff to address a number of concerns with this Application.

Staff endorses this application as meeting the full intent of the approved Concept Plan and the accompanying resolution.

NOTIFICATION

Notices were sent to approximately 1,650 residences, businesses and association presidents. Some of the subdivisions include, but were not limited to, Glenora Hills, Rockshire, the Willows, Carter Hill, Watts Branch Meadows, Cambridge Heights, Ivy Woods and Flintledge Estates.

APPROVAL LIMITATIONS

Section 25-193(d) of the Zoning Ordinance requires that **construction or operation must commence within two (2) years of the date of this decision or application approval shall expire.** If the applicant can show just cause, a maximum of two (2) time extensions may be granted by the Planning Commission, each not to exceed one year. However, time extensions are not automatically approved, and sufficient detail and justification will be required in order for the Planning Commission to consider granting an extension.

CONCLUSION

It is Staff's opinion that this application is consistent with the approved Concept Plan approved by the Mayor and Council for this area of Fallsgrove. As a result, staff recommends approval of Detailed Application CPD2000-0004F.

Attachments